

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

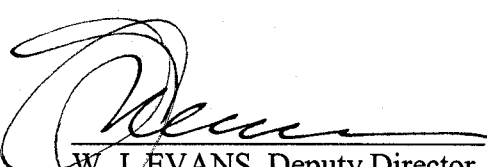
PROJECT BUSINESS MATTERS  
Time Extension – Contract Award  
Action Item

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CTC Meeting: June 14-15, 2000

Agenda Item: 2.8b.(3)



W. J. EVANS, Deputy Director  
Finance  
June 16, 2000

**WAIVER APPROVAL – CTC RESOLUTION G-99-27**

**CTC STIP GUIDELINES**

**SECTION 59 – TIMELY USE OF FUNDS**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT**

**WAIVER-00-39**

**CTC ACTION TAKEN**

**Request for Contract Award Extension for the Bay Area Rapid Transit District Fruitvale Parking Structure project is approved to March 31, 2001.**

**ISSUE**

Resolution G-99-27, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on September 29, 1999, stipulates that funds allocated for construction must be encumbered by the award of a contract within twelve (12) months of the date of the allocation of funds.

The San Francisco Bay Area Rapid Transit District (BART) has requested an eight (8) month extension for period of contract award to March 31, 2001, for \$5,692,000 in STIP funds for the Fruitvale BART Parking Structure project. The reason for the delay is that the soil on the site of the Union Pacific right-of-way acquired for the project is contaminated with hazardous materials such as lead and arsenic. BART was required to develop a toxic remediation plan before proceeding with construction.

**RECOMMENDATION**

The Department recommends the Commission approve the time extension requested by the San Francisco Bay Area Rapid Transit District (BART) from July 15, 2000 to March 31, 2001.

**SUMMARY**

On July 14, 1999, the Commission approved Resolution MFP-99-02 allocating \$5,692,000 in FY 99-00 Surface Transportation Program (STP) funds to BART for the construction of the Fruitvale BART Parking Structure Project. BART is requesting an eight (8) month time extension for period of contract award. The delay is due to findings of contaminated hazardous materials at the project site that required BART to develop a toxic remediation plan before proceeding with construction. BART completed the remediation plan in April 2000 and the additional time will allow BART to award the design-build contract for the project.